

THE RAILROADS.

President W. B. Strong of the Atchison Company will soon be in the West to Open the Campaign.

The Fort Worth Western Wanted by Breckenridge—The Fort Worth and Rio Grande—Home Notes.

Home Notes.

Material for the Fort Worth and Rio Grande continues to arrive.

The gentlemen who have in hand the car shops project are still at work.

L. S. Thorne, master of transportation of the Texas and Pacific, was in the city yesterday.

The Fort Worth and Denver and the Texas and Pacific are doing considerable car repairing in this city.

The Gulf, Colorado and Santa Fe sent fourteen car-loads of steel to the Territory from Fort Worth yesterday.

Nine car-loads of heavy steel rails for the Rio Grande division of the Texas and Pacific went to the front yesterday.

Track laying goes on without abatement on the Gulf, Colorado and Santa Fe line in the Indian Territory north of Red River.

The Gulf, Colorado and Santa Fe will join tracks in the Indian Territory some time in May with the Atchison, Topeka and Santa Fe, and that means much for Fort Worth.

The engineers of the Fort Worth Western have run two preliminary lines through Jack and Young counties, and at last accounts were setting stakes at the rate of five miles a day.

General Superintendent Webster Snyder, General Land Agent T. W. Jackson, and other officials of the Gulf, Colorado and Santa Fe, are expected to arrive in Fort Worth this morning.

The Texas and Pacific has received two new ten-wheel extension-front locomotives from a New York factory. The receivers are improving the equipment as rapidly as they are the track.

G. H. Turner, traveling freight agent of the Missouri Pacific, was in Fort Worth last night on the business of his road. Mr. Turner covers a good portion of the state of Texas for the Missouri Pacific.

When track laying begins on the Fort Worth and Rio Grande it will be pushed rapidly to Granbury. The work on the Brazos bridge progresses finely and Contractor Hughes is rapidly adding to the number of miles graded.

The Fort Worth and Denver has sent twenty cars to Marshall for ties, bridge timbers, etc., to be used on the extension. When these are unloaded at the front, it is understood they will at once be sent back for more of the same material.

The Gulf, Colorado and Santa Fe has another magnificent advertisement in the field bringing its reclining chair cars to the notice of the public. The latest hangers read, "Galveston and Fort Worth, the only through route is over the Gulf, Colorado and Santa Fe."

A director of a Fort Worth railroad company said yesterday: "Within five years four-fifths of the wealth of Texas will be in the hands of Dallas and Fort Worth."

The Fort Worth Western made the citizens of Breckenridge a proposition to build a road through that city, which proposition has been accepted, and what the place will do will soon be put in black and white. Breckenridge has responded liberally and will doubtless get what she wants.

Ten days from to-day the stockholders of the Southern Kansas of Texas will meet at their headquarters, main office and initial point Fort Worth. The directory of this corporation comprises men of unlimited capital, unequalled business capacity and a national reputation as experienced railroad men.

J. H. Travis, master of bridges and buildings of the Texas and Pacific, spent yesterday in Fort Worth. He reports all damage by the fire at the arsenal well drilled-house repaired, and says work of drilling will be resumed to-day. The well is now 700 feet deep, and the drilling being in a soft shale, the work will go on rapidly.

C. Fraley, general bridge foreman of the Rio Grande division of the Texas and Pacific, was in Fort Worth yesterday. The gentleman says the company, he thinks, is near water in their great artesian well here. Mr. Fraley states that work at the Strawn mines goes on steadily, and that it will only be a few days until the coal is brought to Fort Worth.

There can be no question that the Fort Worth and New Orleans will soon have different terminal facilities from those at present enjoyed. President Dillingham and his fellow-officers determined on that point when they were last in Fort Worth. An engineer of the road who has investigated the matter will submit his report to headquarters in a day or two.

Unless all signs fall Mr. Huntington will soon have the Houston and Texas Central road a part of the Southern Pacific, owned and operated by the latter corporation. Mr. Huntington owns a fine road terminating at Fort Worth, and it is among the immediate probabilities that he, with Mr. Crocker and ex-Senator Stanford, will soon have greater interests here, and may before long be in this city to look after their property.

William Vesle and Capt. Robinson of Breckenridge, Stephens county, were in Fort Worth yesterday as a railroad committee and waited upon the officials of the Fort Worth Western in regard to the building of a branch from the road to Albany through Crystal Falls to Breckenridge. Col. Lawrence states that the committee made a very liberal proposition, but that it has not been reduced to writing and he could not at present say whether the road would go to Breckenridge or not.

Saturday evening First Vice-President Lawrence of the Fort Worth Western will leave for New York city, and will leave New York, on his return trip, with Gen. Shum and a committee of directors of the road on the 27th. If nothing unforeseen occurs, this will bring to our city by January 31 not only President Strong and party of the Atchison, Santa Fe and Southern Kansas of Texas, but Gen. Shum and his fellow-directors of the Fort Worth Western. From what has been learned, Fort Worth will be prepared to receive the distinguished gentlemen.

The Texas and Pacific will soon be bringing Fort Worth a coke-making coal from Strawn. The Gulf, Colorado and Santa Fe will soon have coal fields opened in the Territory on an air line from Fort Worth, and the St. Louis, Arkansas and Texas, will be bringing to our

market the many woods President Fordyce says lie in endless profusion along his line of road. Add to these good things an air-line road to Fairfield, Crockett and the white oak and long leaf pine district contiguous to the latter city, and Fort Worth has all the essentials, with her matchless water supply, to become the only great manufacturing center in the state of Texas.

The Fort Worth and Denver is pushing into a magnificent country, which, from all accounts, has rain when other parts of the state are without, and furnishes finer grass for cattle than any other section.

Rumors come from several sources that settlers will come in from the North in large numbers early in the spring, and that many an acre will be tilled where now the long horn roams. The only great Panhandle route has been wisely in the past and continues so to do.

Months have passed the rich coal fields will be reached and the road will take its place with the great trunk lines of the country. With fair seasons in 1887 the Fort Worth and Denver will do an immense business, and being fairly and economically managed as it is, besides being popular, it will continue to be a piece of property the stockholders will rejoice in. It is a common occurrence these days to hear experienced railroad men tell of the great future certainly in store for this road.

Sleep at Grandview.

Special to the Gazette.
GRANDVIEW, TEX., Jan. 20.—Jay Gould and party arrived here at 6 o'clock this evening from the North, and will stop over for the night here.

In Applepie Order.

Special to the Gazette.
WINONA, TEX., Jan. 20.—The scraper teams of this place on the Cotton Belt route received orders to quit work this morning on account of the road-bed being in good enough order.

Gould at Dallas.

Special to the Gazette.
DALLAS, TEX., Jan. 20.—Jay Gould, accompanied by Messrs. S. H. H. Clark, first vice-president of the Missouri Pacific; W. H. Newman, general traffic manager; A. L. Hopkins, second vice president, and W. K. Krigan, general superintendent, arrived to-day at 11 p. m. The party was escorted over the city by Messrs. Jules Schneider, R. V. Tompkins, J. C. O'Connor and T. L. Marsalis. Mr. Gould expressed himself as well pleased with the general appearance of Dallas, and was much surprised at the improvements since his former visit, five years ago. He left for Fort Worth at 2:20 p. m.

Quite a crowd assembled at the depot, both on the arrival and the departure of his special train. Mr. Gould convinced the people that he is only a "male man," and not the monster seeking whom he might devour, as pictured in many newspapers. He smiled graciously, and shook hands with a laborer who shoved up to the rear of the platform as the train was leaving.

FROM BONHAM.

Special to the Gazette.
DENISON, BONHAM AND NEW ORLEANS RAILWAY ORGANIZED.

Special to the Gazette.
BONHAM, TEX., Jan. 20.—According to a previous understanding, a delegation from Denison, consisting of W. B. Munson, L. B. Hanna and A. R. Collins, met with the Bonham delegation at this place last night for the purpose of organizing the Denison, Bonham and New Orleans Railroad Company, preparatory to obtaining a charter. The requisite amount of stock having been subscribed, a temporary organization was effected. The following are the incorporators at Bonham:

S. B. Allen, W. A. Nunnelee, John Sparger, R. W. Campbell, A. E. Scarborough, W. W. Russell, H. E. Taylor, J. W. Hayden, R. B. Semple and M. W. Halseil.

At Denison: W. B. Munson, T. B. Hanna, Samuel Hanna, W. C. Tignor, A. R. Collins, J. E. Streeter, Ed Perry, A. W. Acheson, A. H. Coffin and J. B. McDougall.

The directors for the first year are: S. B. Allen, W. A. Nunnelee, R. W. Campbell and John Sparger of Bonham; W. B. Munson, T. B. Hanna, Samuel Hanna, W. C. Tignor and A. R. Collins of Denison. A charter was drawn up and duly attested. It was forwarded to the secretary of state to-day. As soon as it returns there will be a meeting of the stockholders to adopt the necessary by-laws, and then the directors will proceed to elect the officers of the company. It is understood by all that Capt. S. B. Allen of this city is to be the president of the company.

PRESIDENT W. B. STRONG.
HE WILL SOON BE IN THE WEST TO BEGIN THE CAMPAIGN OF 1887.

The Globe Democrat of the 19th says: It was currently rumored yesterday that W. B. Strong, president of the Atchison, Topeka and Santa Fe, was in St. Louis, but diligent inquiry and search have verified the report. It was ascertained, however, that President Strong will soon be in this vicinity to look after several projects which his company has in view in connection with the extension of the line into St. Louis from the west, and its continuation on to Chicago from St. Louis, forming complete lines between Kansas City and St. Louis, Kansas City and Chicago and St. Louis and Chicago. The line from Kansas City to Chicago, the contracts for the construction of which have already been awarded, will cross the Missouri river at Sibley, and the St. Louis and Colorado will strike the main line of the Atchison at the same point, forming a complete short line between Kansas City and St. Louis. From St. Louis to Chicago plans have been perfected for the building of a line from Peoria to Chicago, and coming this way forming a connection with the St. Louis and Chicago, now in operation between Springfield and Litchfield, and possessing a valuable running agreement with the Bee Line from Litchfield into St. Louis, giving the Atchison its complete road between St. Louis and Chicago. President Strong will come West and personally supervise the opening of the construction campaign for 1887, which will be inaugurated as soon as the weather will permit. The Atchison, Kansas City and Chicago line invades territory hitherto tributary to the Burlington, crossing the tracks of its Burlington and Keokuk branch at Fort Madison and striking into Burlington territory in Illinois. In retaliation the Burlington has commenced a preliminary survey for an extension of the Burlington and Missouri River into Kansas. There has been considerable speculation as to why the Atchison decided to cross the Mississippi at Fort Madison instead of Keokuk, the latter city being midway between Kansas City and Chicago on a direct air line,

and the fact has just been developed that the Keokuk and Hamilton Bridge Company wanted \$1,000,000 for a bridge which originally cost \$750,000, and has never paid the interest on its bonds, and the Atchison company refused to pay that for it simply because a new and better bridge can be built for \$500,000, just one-half the amount demanded for the Keokuk and Hamilton bridge. Therein lies the secret of the change in the original plans of the Atchison, which were to cross the Mississippi at Keokuk.

ONE RESULT.

THE BROADENING OF THE GAUGE OF THE ST. LOUIS, ARKANSAS AND TEXAS CAUSES A NEARNESS OF FEELING.
Special to the Gazette.

WACO, TEX., Jan. 20.—One of the results of the spreading of the gauge of the St. Louis, Arkansas and Texas Railway has been to cause a nearness of feeling between the corporation which controls that great route and the corporation which controls the Texas Midland Railway.

Officers of the two companies met at the Tremont hotel, Galveston, last Sunday and consulted together, and an agent of each company has been ordered to McGregor to make a perfect survey of the immediate region of the junction. The St. Louis, Arkansas and Texas Railway Company is making surveys up the valleys toward St. Louis and toward the lake cities, and both companies are increasing the number of their trains.

Most intimate with the operations of these companies would be necessary to give definite particulars of the rapidly unfolding plans of these gigantic syndicates, which are moving forward with immortal ambition in their desire to grasp the world. Standing upon the platform of the Waco depot of the St. Louis, Arkansas and Texas Railway, one may mark at any hour of train arrival, new cars, new engines—new metal everything. Polishers and the modernized chairs in place of the out-of-date benches, are passing daily over the Midland route, and it is said that the through train which will start from Cairo to come to Waco next Saturday will be modernly appointed, from the pilot to the rear draw-head—in every point. A "Cañon-Ball" train is slipping back and forth between Corsicana and Gatesville. For the present the terminal of the St. Louis, Arkansas and Texas line is at Cairo, and Waco, as far as concerns through travel. Gatesville may shortly be embraced in the complete run.

NOTES FROM ATLANTA.

ROUSING RAILWAY MEETING—A NARROW GAUGE ROAD TO RED RIVER.
Correspondence of the Gazette.

ATLANTA, TEX., Jan. 19.—A meeting of the citizens was held at 3 o'clock this evening at the opera-house for the purpose of organizing a company to build a railroad from Atlanta to Red River.

On motion J. D. Carville was elected chairman and John E. Morris secretary. Hon. P. R. Scott was called upon to state the object of the meeting, which he said, was to organize a joint stock company to build a narrow-gauge railroad from this place to some point on Red River, thereby securing cheap freight rates to New Orleans and also to penetrate the vast pine forest which lies between here and the river. Stirring speeches were made by Col. Brit Rutland, Capt. J. M. Adams, Maj. W. A. Scott and Hon. P. R. Scott. When the book for subscriptions was opened it was plain to be seen that our town meant business: \$35,000 worth of stock was subscribed in a few minutes, and it is confidently expected to swell this amount to \$75,000 by to-morrow night. The company was organized by electing Ed Rand, president; A. Miles, vice-president; J. D. Johnson, treasurer, and J. E. Morris, secretary. The board of directors elected were Hon. P. R. Scott, W. A. Scott, J. L. Bailey, J. M. Adams and R. S. Allard. A charter will be applied for at once, and ere another moon has waxed and waned the dirt will begin to fly on the Atlanta and Red River Railroad.

In the main the road will be used to haul the pine timber which is in inexhaustible quantities in the country through which the road passes to this place, to be manufactured into lumber. Already the contract has been let for the building of a sawmill and planer, with a capacity of 150,000 feet per day, and it is positively asserted on our streets to-day by the knowing ones that when the work commences on the railroad work will also commence on an iron foundry. Our bills are full of iron ore, which has proved to be of the best quality. Fuel and water can be had in abundance, and no good reason can be assigned why Atlanta in the near future should not be the manufacturing metropolis of East Texas.

General Notes.

Enough railroad companies were chartered in Kansas last year to build 50,000 miles of road.

It is now hinted that much of the Central Massachusetts Railroad stock that has recently changed hands has gone into the Boston and Lowell Company's treasury.

George L. Sands, who has had charge of the New Mexico division of the Atchison, is to be superintendent of the Western Division of the Atlantic and Pacific, now operated by the Atchison.

The Wagner Sleeping Car Company spent \$700,000 for new equipment last year, and its shops at Buffalo, costing \$1,200,000, are now in full operation. Its cars now run over 25,000 miles of road.

The Indiana, Bloomington and Western retaliates on the Pennsylvania line by ordering all advertising matter relating to the Pennsylvania system found about Indiana, Bloomington and Western sections torn down and burned up.

The Baltimore and Ohio has purchased two of the finest piece properties of the Delaware river in Philadelphia. This brings that company directly in competition with the Pennsylvania Railroad Company for freights in one of the busiest commercial sections of the city.

The Chicago, Burlington and Northern will extend its road from Galena, Ill., to Shullsburg, Wis., forming a junction with the Monroe branch of the St. Paul, according to well authenticated reports, a plan being to give the Northern the privilege of using the St. Paul tracks east to Milwaukee and giving the St. Paul a direct connection from the Mineral Point division of its road to Savannah and the Mississippi river.

A corps of engineers with 200 men are busily engaged in the building of the \$4,000,000 cantilever bridge that is to span the Hudson at Poughkeepsie and create a direct railway route from the cotton fields of the South and the coal fields of Pennsylvania to the busy manufacturing centers of New England. The Union Bridge Company has board itself to finish the great structure and have it open for trains on next New Year's day.

CONGRESSIONAL.

The Conference Reports on the Electoral Count Bill Agreed to by the Senate Without Division.

The House Holds a Night Session to Discuss the Inter-State Commerce Bill and Will Vote on it To-Day.

XLIX CONGRESS.

THE SENATE.

WASHINGTON, Jan. 20.—After some unimportant proceedings Senator Hoar called up the conference report on the electoral-count bill.

Senator Edmunds stated his understanding to be that the conference bill was in substance and in form the same as the bill which the senate had passed over and over again.

Senator Wilson of Iowa said that he could not vote for the report, because he believed it proposed to assume jurisdiction, which, in his judgment, was prohibited by the constitution.

The conference report was then agreed to without further discussion and without division, and then, on motion of Senator Edmunds, the senate went into secret session.

THE HOUSE.

WASHINGTON, Jan. 20.—Mr. Hill of Ohio, from the committee on territories, submitted the senate bill for the admission of the state of Washington. Placed on the house calendar.

By Mr. Winans of Michigan, from the committee on agriculture, authorizing the commissioner of agriculture to make a special distribution of seed in the drought-stricken sections of Texas. Referred to the committee of the whole.

The house then resumed consideration of the conference report on the inter-state commerce bill. After a short discussion, on motion of Mr. Crisp of Georgia, by unanimous consent it was ordered that a session should be held to-night for discussion of the report, that at the end of that session the previous question should be considered as ordered, and that a vote on the adoption of the report should be taken to-morrow morning after the reading of the journal.

FOREIGN AFFAIRS.

Henry M. Stanley, the American, Lionized by the Nobility and Aristocracy of Great Britain.

France Buying Large Quantities of Timber in Alsace-Lorraine with a View to Build Barricades—War Inevitable.

STANLEY LIONIZED.

LONDON, Jan. 20.—Henry M. Stanley, who has been the guest of the prince of Wales at Sandringham palace, left there yesterday. Last evening he was banqueted in this city. Among the guests were many foremost men of military and political circles.

Stanley is flooded with offers from good men who wish to accompany the expedition for the relief of Emin Bey. The British government has supplied the expedition with a major and lieutenant of engineers. Stanley is determined to reach Emin Bey by July at the latest. He will establish a camp at a safe distance from the Congo on the route to Victoria Nyansa, to be used as a base of operations.

ATTACKED THE MILITARY DEPOT.
CONSTANTINOPLE, Jan. 20.—Three thousand Albanians attacked the military depot near Mitrovitza. The minister of war ordered troops from Salonica, Monastir, the scene of trouble.

LOST IN BRISTOL CHANNEL.
LONDON, Jan. 20.—The bark Cotterina, from Cardiff for Aspinwall, has foundered in Bristol channel. Twelve persons were drowned.

TRYING TO PROVOKE GERMANY.
BERLIN, Jan. 20.—Attention has been drawn to the fact that the French government is buying large quantities of timber in Alsace-Lorraine with the apparent purpose of building wooden barricades at various points along the frontier. The German theory of France's object in this is that she wishes to facilitate an invasion of German territory.

BEQUESTED TO HIS NATIVE CITY.
VIENNA, Jan. 20.—Frederick Ameling, an Austrian painter who died recently, bequeathed to the city of Vienna his old collection of art antiquities valued at \$125,000, on condition that it be kept intact for public inspection.

A MEETING OF GENERALS.
BRUSSELS, Jan. 20.—A meeting of generals was held at the ministry of war yesterday to discuss the subject of the mobilization of the army. All expressed the opinion that war on the Bulgarian frontiers was inevitable, and that hostilities would probably begin in May or June.

Public men everywhere declare that St. Jacobs Oil cures all bodily pain.

Arrested for Removing Mortgaged Property.
Special to the Gazette.

GAINESVILLE, TEX., Jan. 20.—Thomas Spatsford of Denton county was arrested here to-day, charged with carrying mortgaged property out of the county. It seems that Spatsford bought a wagon in Pilot Point, for the payment of which he gave a mortgage. A warrant was sent here Saturday for him, and on his arrival to-day he was jailed to await the officers of Denton county.

Frightened Off by a Boy.
Special to the Gazette.

WILLS POINT, TEX., Jan. 20.—Last night a party of ruffians attempted to break into the house of Mrs. Greer, a widow lady. She was awakened by the noise and her son, a boy of about fifteen, seized an old pistol and after snapping it several times, succeeded in shooting at them. The second shot took effect in the post of the gallery, behind which one of the villains had taken refuge, and the whole party of four or five took to their heels, leaving the boy master of the situation. Several young ladies were stopping at the house. The affair has created quite an excitement.

Notes from Sherman.
Special to the Gazette.

SHERMAN, TEX., Jan. 20.—Deputy United States Marshal Lum Johnson is in the city summoning a large number of witnesses to appear in the case of Geo. W. Harvey vs. the Houston and Texas Central Railroad for personal injuries received. The case is to be tried on February 7 in the federal court at Dallas.

Ed Wright, charged with assisting in the murder of Henry George and that Dr. McGlynn has been censured for advocating them. It is authoritatively re-

Take Notice.

Upon November the 1st we shipped a part of our stock to Corsicana, Texas, where, since that date we have had a branch store. Shortly we shall close the Corsicana store, and reship the unsold goods to Fort Worth. Wishing to reduce our stock of Winter Goods as low as possible, we shall put the knife into them upon

Monday Morning, Jan. 17th.

And offer for fifteen days our entire stock of

**Dry Goods,
Dress Goods,
Men's Clothing,
Men's Pants,
Men's Overcoats,
Boys' Clothing,**

**Men's Furnishing Goods,
Ladies' Furnishing Goods,
Flannels and Blankets,
Men's Boots and Shoes,
Ladies' and Children's
Shoes,**

TRUNKS, Etc.,

AT COST!

This sale will continue for THIRTY DAYS. We mean just what we say.

CHASE TRADING CO.

REASONS WHY YOU SHOULD TRAVEL

VIA THE

Missouri Pacific Rwy.

Because it is the great thoroughfare between Central Texas and all points North, East and West. It is the only line passing through the beautiful Indian Territory. It runs a line of SUPERIOR PULLMAN HOTEL and SLEEPING CARS between St. Louis (via Denton, Dallas and Fort Worth) and San Antonio. It runs double daily trains, making close and sure connections in Union depots at Kansas City, St. Louis and Hamilton for all points. Solid trains connect Antonio to St. Louis (via Fort Worth, Dallas and Denton).

BUT ONE CHANGE OF CARS TO CHICAGO, CINCINNATI, NEW YORK, BOSTON, LOUISVILLE, WASHINGTON, PHILADELPHIA, BALTIMORE and Other Principal Cities.

Passengers booked to and from all points in Europe via American Steamship Line between Philadelphia and Liverpool, and the Red Star Steamship Line between New York, Philadelphia and Antwerp. For full information or tickets call on

C. D. LUSK, Ticket Agent, Fort Worth, Tex. **H. P. HUGHES,** Passenger Agent, Houston, Tex.

B. W. McCULLOUGH, General Passenger and Ticket Agent, Dallas, Tex.

TEXAS & PACIFIC RAILWAY.

THE GREAT POPULAR ROUTE BETWEEN

The East and the West.

Short line to NEW ORLEANS and all points in Louisiana, New Mexico, Arizona and California. Favorite line to the North, East, and South. Elegant Pullman Buffet Sleeping-cars through between St. Louis (via Texarkana) and Denton, New Mexico; also Pullman Palace Sleeping-cars between Fort Worth and New Orleans without change. Only one change of cars to

Chicago, Cincinnati, Washington, Baltimore, Philadelphia, New York and Other Principal Cities.

Take the 7:40 a. m. or 9:05 p. m. trains for Southeast, via Little Rock, and for St. Louis and points east of St. Louis. Take 7:40 a. m. train for New Orleans and points beyond. Take 9:10 p. m. train for El Paso and all points West. Passengers booked to and from all points in Europe via the AMERICAN STEAMSHIP LINE, between Philadelphia and Liverpool, and the RED STAR STEAMSHIP LINE, between New York, Philadelphia and Antwerp. For full information or tickets call on

H. P. HUGHES, Ticket Agent, Fort Worth, Tex. **C. D. LUSK,** Ticket Agent, Houston, Tex.

B. W. McCULLOUGH Gen. Pass. and Ticket Agent, Dallas, Tex.

BUSINESS NOTES.

A Stock of General Merchandise Attached at Arlington—Other Failures.
Special to the Gazette.

ARLINGTON, TEX., Jan. 20.—The stock of general merchandise of W. A. Robinson was attached to-day for \$1897.95 by the Evans Co. of Fort Worth. The suit was brought against W. W. McNatt & Co., whom Robinson bought out a few days ago, being formerly a member of the firm. The liabilities of the old firm would be about \$8000; assets about \$11,000, besides Mr. Robinson has ample private means to pay all the indebtedness. The other members of the firm were W. W. McNatt, an old merchant of this place, and J. T. McKinley, both of whom have some private means. It is thought generally that Mr. Robinson will resume business in a few days.

Sold Under the Hammer.
Special to the Gazette.

GALVESTON, TEX., Jan. 20.—The jewelry store of L. Kauffmann, on Market street, was sold at public sale to-day by Sheriff Tierman, to satisfy attachments aggregating \$13,000. The stock cost over \$17,000, was appraised at \$14,500, and sold to Mr. Marx, the well-known capitalist, for \$9,750.

Depree's French Art store, on Tremont street, was also sold by the sheriff this afternoon. It was knocked down to L. Schram for \$3600. The stock in this store was brought over from Paris by M. Depree, and cost \$10,000.

A Sherman Assignment.
Special to the Gazette.

SHERMAN, TEX., Jan. 20.—Stinnett & Chapman Bros., grocers, have made an assignment of their stock and assets in favor of Charles Robold and D. B. Thompson their creditors, appointing H. C. Hedrick as assignee to sell and dispose of the same. Liabilities and assets have not been ascertained.

An Attachment.
Special to the Gazette.

WACO, TEX., Jan. 20.—Casey & Swasey of Fort Worth got in a writ of attachment on S. A. Wood of this city for \$506.06. Wood is the grocer who was closed up a few days ago.

A Denial from Rome.
BALTIMORE, MD., Jan. 20.—The Sun this morning publishes a special cable from Rome, which says: "Much astonishment is expressed in ecclesiastical circles at the statement circulated in the United States that Rome has condemned the teachings of Henry George and that Dr. McGlynn has been censured for advocating them. It is authoritatively re-

lated that Dr. George's teachings have not been condemned nor their advocacy censured. Dr. McGlynn has many warm friends here, and the construction put on his summons to Rome is deprecated as a mischievous error."

Teachers' Institute.

Saturday, January 23, at 10 a. m., the teachers of the city public schools will hold their regular meeting for purposes of illustrating class instruction, method and management in our city schools. This meeting will be held at building No. 1, Belknap street, head of Lamar.

I. ADDRESSES.

1. "The Ethics of the School-Room," Rev. J. Morgan Wells.

2. Discussion.

II. HOW TO TEACH.

1. How to teach geography—with class. Prof. Wintmann.